

King County Mobility Coalition

MEETING MINUTES

Tuesday, August 19, 2014, 9:00 to 11:00 AM
Bellevue City Hall
450 110th Ave NE, Bellevue, WA 98004

In attendance:

Members/Alternates: William Ayears, Gaby Bell, Gil Cerise, Dorene Cornwell, Sylvia Fuerstenberg, Ref Lindmark (co-chair), Lynn Moody, Jacqueline Mann, Scott Ninneman, Jenn Ramirez Robson, Eileen Rasnack, Gary Simonson, Irene Stewart, Suni Tolton, David Waggoner, Kari Ware

Collaborators: Mark Adreon, Joseph Adriano, Carolyn Foster, Jeanne Grote, Don Shouse, Mahinda Werake

Staff: Jon Morrison Winters

Welcome, Introductions & Brief Announcements

Ref Lindmark opened the meeting and invited everyone to introduce themselves.

New Introductions:

- Joseph Adriano is a Grant Coordinator with the City of Bellevue's Parks and Community Services Department.
- Mark Adreon is from the Seattle Commission for People with disAbilities and the Department of Services for the Blind.
- Don Shouse is also with the Department of Services for the Blind.

Announcements:

- Jon Morrison Winters will send out the URL that corresponds with Irene Stewart's handout regarding the Community Mobility and Universal Design event at the Seattle Central Library on Sunday, September 14, 2014 from 12:30 – 2:30 pm.
<http://www.environmentsforall.org/SDF14/>
- Ref Lindmark noted that many of the King County Mobility Coalition members are at the WSDOT Conference in Yakima.

Consent Calendar

May 20, 2014 Meeting Minutes: The Coalition approved the meeting minutes as drafted.

New Members and Alternates: the Coalition confirmed the appointment of the following members and alternates:

- Gary Simonson of Puget Sound Regional Council, as PSRC's alternate.
- Monica Whitman of the City of Kent, as the South King County City alternate.
- Desiree Hayes, Transportation Planner for the Muckleshoot Indian Tribe, as Tribal alternate

- Jenn Ramirez Robson of King County Housing Authority, as Affordable Housing representative. Jenn is replacing Linda Weedman, who has retired.

Briefing: Special Needs Transportation Coordinated Grants

Ref Lindmark introduced Gil Cerise to discuss Puget Sound Regional Council/WSDOT Coordinated Grant Program. Under Map-21, PSRC manages FTA Section 5310 Funds. Gil explained how the grant application and scoring process has changed for this cycle (funding for July 2015 through July 2017). Changes include an eligibility form to be submitted prior to the final proposals. The form explains what the project is, how it is eligible, the budget, and how the group applying is eligible. This would be reviewed by PSRC to ensure groups are applying for the appropriate category. The deadline for the eligibility screening was Friday, August 22.

Lynn Moody asked about contracted services. There is currently a lack of clarity from the FTA regarding questions sent by PSRC regarding acquisition of services through a subcontract. Gil explained that a competitive bid process must be used to procure providers that are subcontracted by the agency applying for the grants. Jacque noted that PSESD will be seeking eligibility under “acquisition of service.”

A portion of the grant funding will go towards capital projects. It is important to clarify if your group is asking for capital (20% match) or operational (50% match) funding.

Gaby Bell asked if there is no longer a preference given to continuing projects, as there has been in the past. Gil Cerise confirmed this.

Things to highlight in the application include evidence of coordination, experience of staff, performance measures, and a lack of duplication.

The proposal needs to be submitted to the Puget Sound Regional Council by September 30, 2014 and independently submitted to WSDOT by November 19, 2014. The call for proposals is coming this week, which Jon will forward to the Coalition.

Jon will send out information regarding a training for the consolidated grant funds. PSRC will provide technical support to applicants in the form of the required population density map to applications, if requested by September 16, 2014.

The period for completeness review by PSRC is September 22 – 26.

The scoring process will also be change for this round. Scorers of policy criteria will include a King County Mobility Coalition representative and other Special Needs stakeholders. The technical criteria will be scored by PSRC. Gil asked the Coalition to provide a scoring team member.

The Special Needs Transportation Committee will evaluate technical scores and make recommendations to PSRC’s Transportation Policy Board.

City of Redmond Social Services Planner, Alaric Bien, has agreed to serve as the KCMC representative on the scoring team. Gaby Bell motioned for the approval of Alaric as the Coalition's representative on the scoring team. The motion was seconded and Alaric was unanimously selected as the scoring team representative.

Gil reiterated that projects must not be duplicative and must include have quantitative performance measures, which is a new emphasis under MAP-21. The SNTC will receive the scores and recommendations, and will deliberate and evaluate at their meeting on November 12, 2014.

Discussion/Decision: King County Special Needs Transportation Assessment

Jon lead a continuing discussion of the 2014 KCMC updated Needs Assessment. The assessment includes a demographic profile, needs and gaps analysis, and links to services databases and other pertinent information. Attendees were given a copy of the assessment. It will also be made available on the KCMC website in both PDF and Word format.

One of the goals of this document is to serve as a guide as KCMC members develop grant proposals. Applicants may use this document as a way to confirm that their projects are meeting identified needs and closing identified gaps.

Irene Stewart mentioned there is no reference to disability on the "demographic changes" item in the Emerging Issues and Trends section. Also, it would be helpful to capture the number of people with low vision and hearing loss.

Gaby Bell mentioned that pedestrian safety issues should be put into the Issues and Trends section.

Dorene Cornwell commented that there are transportation systems designed for commuting versus getting around in your neighborhood. An existing gap is the digital divide—access to the internet or a place with internet. As an example of a resource, the City of Seattle has a digital inclusion matching fund that could help to address some of these gaps. Ref added that technology solves some problems and creates others.

Jenn mentioned that many residents are still faced with challenges in getting and loading ORCA cards.

Mark noted some of the transportation challenges faced by individuals in rural areas. Cuts to Metro's fixed route service creates additional gaps for people with disabilities, particularly in terms of employment. These challenges become barriers to self sufficiency.

Jon said with the additions that have been mentioned, a final copy of the needs assessment will be made. Ref suggested removing the word DRAFT and recognizing it as a living document. This has been moved and approved. David Waggoner motioned, and Gaby seconded.

Briefing: Transportation Needs of Victims of Domestic Violence

Scott Ninneman of the King County Dept of Human Services explained that his department supports older adult programs, domestic violence programs, and women's programs. He is a project manager for support programs and works with DV service providers. They are finding that domestic violence victims are experiencing transportation issues and challenges in rural and unincorporated areas. They request transit passes from the DV service providers to get to hotels or shelters and to attend court orders.

In the worst cases, DV victims may be held hostage with no access to communication or transportation. Lots of providers and contractors do not know what to do in this situation.

The King County Women's Advisory Board said transportation is one of the largest challenges affecting victims of domestic violence. Some victims won't trust a male to transport them. There is a large trust issue, and they want service from a female.

Coalition members asked about what services currently exist in rural King County. The current process involves victims reaching out to service providers who King County subcontracts with.

Irene and Mark asked about overlapping needs with other populations, including victims of elder abuse and others in rural areas.

Dorene Cornwell asked to what extent do these domestic violence agencies use volunteer drivers. Scott replied that agencies typically use their own staff, who are trusted advocates for victims. Scott added that a service where contractors could have someone transport the victim without using their own resources to provide that transportation would be helpful.

Suni Tolton asked about connection with law enforcement. For instance, Seattle PD has a Victim Support Unit. However, some victims are afraid to come forward because they may be undocumented.

David mentioned that there may be some overlap with transportation needs of veterans in rural areas and discussed the low-income ORCA program that may allow Veteran Service Organizations to distribute ORCA cards. There are also vans that are accessible for veterans through Veterans Transportation Services. The Puget Sound VA's Mobility Manager, George Coffee, may be a good resource to share more on these services at a future KCMC meeting.

Irene Stewart asked about adding something on these issues to the Needs Assessment.

King County Metro Update

Ref Lindmark gave an update on the current status of Metro's service reductions. Some runs are already being missed as Metro eliminates driver positions through attrition.

There is also additional planning and assessment work happening at the direction of the King County Council. Metro is undergoing a peer agency audit, the results of which will come out soon. There is also a new revenue forecast from the state which may impact future cut scenarios.

Sales tax revenue is going back up, however, approximately 188,000 hours of cuts are still coming for February.

The City of Seattle may buy services that would otherwise be cut. They will vote on this in November. Mercer Island, Shoreline, and other cities have also considered options for buying back service.

Metro is also taking another look at fare policies. One possible change could involve charging a premium for express service. Metro is also into policies around capital reserves, credit policies, and alternative services.

The low income fare implementation will begin in March, 2015. Metro is partnering with Public Health for outreach, building off of their recent experience with Medicaid expansion under the Affordable Care Act.

Individuals under 200% of the federal poverty level will be eligible for a low income fare. Eligibility determinations will only be made once every two years.

Lynn served on the Low-Income Fare Implementation Taskforce, and spoke to the challenges the taskforce faced. Mark said let's not replicate the issues with the current process for determining RRFP eligibility. Ref clarified the differences between the RRFP and the low income fare.

The low income fare will be \$1.50 every zone, anytime of day.

Next Steps

Next meeting: **November 18, 2014, 9:30 AM – 11:30 AM** in Seattle.

Agendas, minutes and handouts from past Coalition meetings are available online at:

<http://metro.kingcounty.gov/tops/kccsnt/agendas-minutes.html>